



# Columbia River Gillnetter

Columbia River Fishermen's Protective Union

Winter 2008 / Vol. 39, No.1



Photo courtesy of Pacific County Historical Society

## THE NAHCOTTA

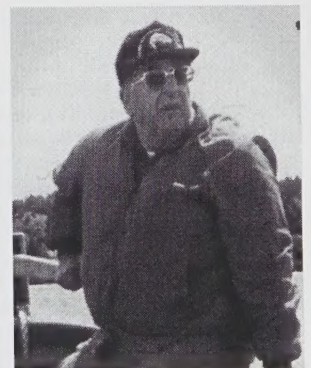
*Passenger Steamer on the Astoria Megler run for the Oregon Railroad & Navigation Company from 1908 to 1921, See page 20*



## Sally the Salmon Says...

My brothers and sisters tell me that, not a better fisherman, nor, well liked gentleman ever existed in the gillnet fishery from the Columbia River to Alaska, as Abby Ihander.

**Abby Ihander**  
See Page 34





**EDITOR**

Jon Westerholm  
93798 Jackson Rd, Astoria, OR 97103  
503/458-6518

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**FORWARD**

This paper is being published for the purpose of keeping the public and fishermen informed of the **facts** and happenings in regard to the Columbia River Fishing Industry and people connected with it. Historical articles and pictures will also be emphasized. The advertisements which appear within make it financially possible to publish this paper and we hope you will in return patronize and thank the business people who contribute to this cause. Anyone who wishes to contribute articles, pictures, stories, or ads, please contact the editor at: P.O. Box 627, Astoria, Oregon 97103 or call (503) 325-2702

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The Columbia River Gillnetter is one of the only remaining publications on the west coast devoted exclusively to gillnetting. We have been making a difference for 39 years, our continued existence is threatened by increasing production and mailing costs. Now more than ever, we need a voice to represent our side of the issue, and the Gillnetter is an important contact with fishermen, lawmakers and the public. If you would like to help, send donations to Columbia River Gillnetter.

The following individuals have made a contribution to the Columbia River Gillnetter Publication, which will be used to help continue the publication and mailing of the free informational newspaper. We thank them for their support

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## From The Editor

### Demography and Democracy

In our attempt to reverse the ever downward spiral of certain plant and animal populations, including the Columbia River Chinook Salmon, we must step back and take a look at the correlating increase in human numbers and development in the Northwest and the Columbia Basin. We must do this if we truly want to save Salmon and then plan for the future accordingly. We owe this to our children and grandchildren.

In the case of Salmon, we must assure that they have proper amounts and kinds of water without thermal conditions and pollution amounts in the rivers to assure their survival and future propagation. There has to be adequate habitat and natural environment for fish as well as other animal species.

We must keep our human demands under control with limits as to what we do and don't do. If we move forward cautiously, in this way, and are willing to sacrifice for the many fragile species such as Salmon, then perhaps there is a chance. As we move into an era with more alternative and environmentally friendly power sources and begin to remove some of

the older, inefficient, and unnecessary hydro dams, opening up new habitat, we are taking giant strides forward in reversing the descending spiral of Salmonids, in the Columbia River system.

As we approach the Columbia River Salmon allocation, Stakeholder meetings with representatives from each of the user groups we expect to see a long range agreement based on recognition and fairness for all. We should be able to see cooperation, friendly negotiation and reasonable fact filled discussions. No one group should expect to come out with a dominant portion compared to the present numbers and all groups should be thinking of a conservation of the resource related final decision.

Our move to the now CRF-PU-Columbia River Gillnetter office is slowly taking place. We are now in room 3-A, first floor near the East end door of the Port of Astoria office building. Our address P.O. Box 627, and our phone number, 503-325-2702, remain the same. At the same time our recycle trailer, tipped over by the big December wind, is back on its wheels and ready to accept more old web and leadline, located at the

entrance to Pier 3 boat storage. Stop by.

In addition, on the aforementioned Save the Salmon Issue, I recommend for your reading and consideration, the article, "Preparing for Change", in the February 21 issue of Fishermens News.

Zeke Grader and Glen Spain, of the Pacific Coast Federation of Fishermens Associations, have put together an excellent treatise on what they feel are the "Top 9" list of changes we would like to see in our West Coast Fisheries, for the next congress and new administration to act on in 2009.

*Editor - Jon Westerholm*

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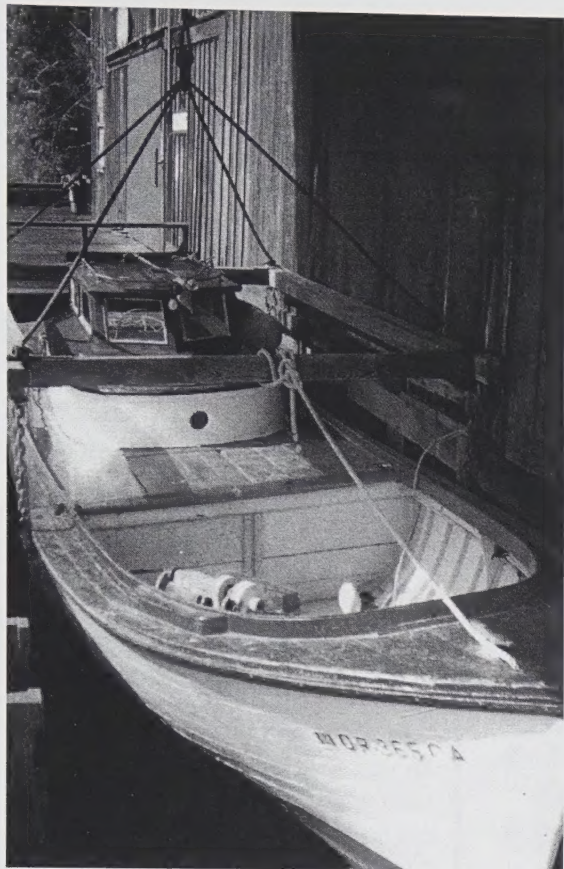
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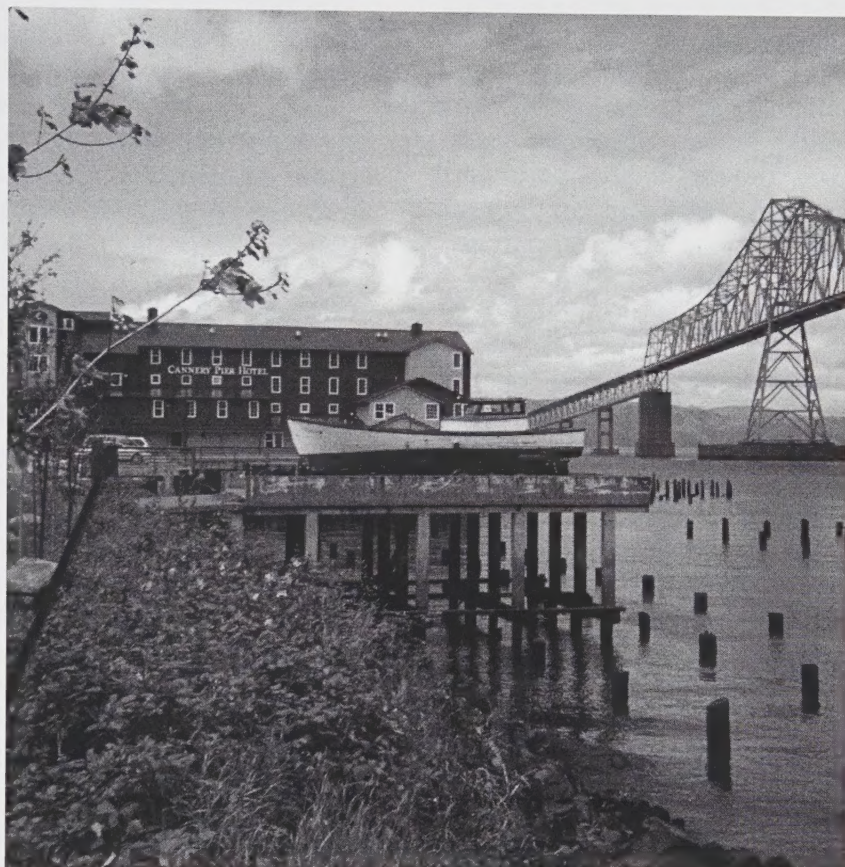




## Jack Marincovich CRFPU Executive Secretaries Bow Picker

*In the sling at the Clifton Warehouse*

*Final resting place at the  
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## Gillnet Fishing on the Columbia 1948-2007

by Jack Marincovich

I would just like to bring our reader up to date on some of the changes that have taken place in the Columbia River Fishery. In the early years the Bow picker square stern and double ended wooden boasts were used. In the early sixties the Reel Boats started to come into the fishery. First these boats were of wood material and then later fiberglass and a few aluminum boats. It was about 50-50 between stern pickers and wooden Bow pickers in use in the Columbia River.

In the present day it is hard to find a wooden Bow picker in use on the Columbia, which back in the fifties was the back bone of the fishery. Along, with the changes in the type of boats being fished the linen nets were starting to be replaced by nylon web and the wooden corks were being replaced by plastic corks.

Naturally as the type of boats and gear made changes our fishing seasons had to change. In the early years of our fishery the Fish Commission would usually have a meeting in the first part of the year and the seasons would usually be set for the rest of the year. Dates that were used Jan. 29th for the winter season which ran through February, then Spring Season April 30th through May, and the Summer Season June 10th till July 15th, then August 1st to the 25th, then September 10th Fall Season would open and would stay open through most of November.

With Seasons set beforehand the Fishermen had a chance to pre-

pare for the upcoming season. They would usually repair their boats, fix new gear and snag their drifts in the months of March and April to get ready for the spring season. It was a very orderly way to carry on your business because you new when the season was going to open and what kind of gear you could use and where you could fish.

In the mid 1970's the Fish Commission and the Game Commission merged together and the fishery was managed by seven commissioners appointed by the Governor. Also, Steelhead became a game fish and that really changed the way the fishery was managed. We had to change our gear, the time and the area where we fished. Then in recent years with some fish runs being placed on the endangered species list along with the Wild Fish Policy when it comes time to go fishing we don't know from day to day when or where we are going to fish and even what kind of gear we can use.

We have now been asked to use a special kind of net called a tangle net and along that a recovery box to protect the wild fish before we return them to the river. The end result of all these new types of regulations is that we let ten fish go through our fishery in able to keep one fish. I think it is fair to say the only user group that is taking more than its allocation share is the Sea Lions.

I hope that after reading all this you can better understand the changes that our fishery has gone through in the last fifty plus years.

Jack Marincovich  
Executive Secretary  
CRFPU

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# To the Editor

Jon,

Greatly appreciate the "Gillnetter", my 10 years in Astoria '67-'73 are full of fond memories. I know many gillnetters, and three of my five children were born at St. Mary's. Rolf Bremer  
Brookline, NH

...

Dear Jon,

Enclosed is a little check in memory of Abby. He was a great friend & helped me in my fishing endeavors. Keep up the good work on the paper. I look forward to it.  
Bob Wedgahl  
Longview, WA

...

The Gillnetter,

I always enjoy getting the Gillnetter but am usually sad to hear about the passing of old friends and long time fishermen. There are quite a few former Astorians (Clatsop County folk) who now live in Scappoose. I always pass along your magazine to the many interested folks. I really miss my good friend Abby Ihander.  
Gene Jaques  
Scappoose, OR

...

Dear Jon,

I just can't thank you enough. You do an extraordinary job. Bringing back many precious memories. Respectfully yours  
Elmer Hjorten  
Shoreline, WA

...

Jon,

We enjoy your magazine so much. Hope to keep getting it & keep up with old friends.  
John & June Bozanich  
Thousand Palms, CA

...

Dear Jon,

I hope this contribution will help support the ongoing success of the Columbia River Gillnetter.  
Vern Heikkila  
Westport, WA

...

Dear Jon,

It was good talking to you but you

seemed to be a little surprised that my dad Rolf Vinson had been a commercial fisherman.

Axel Bjorklund has an extra boat and net and hired dad to fish the boat. He had the boat at Ivy. I don't know how many years my dad fished for Axel but it was in the middle of the 1920's til around 1931, The price of salmon was a penny a pound.  
Rex Vinson  
Sheridan, OR

...

Hi Jon,

Keep up the good work with the Columbia River Gillnetter. I sure enjoy each and every one, and I read it cover to cover. It's sad to see all the old fishermen passing on, but that's life! For your information in the Winter 2007 vol. 38, No. 1 on page 10, that's my old wooden boat that Rick Lohti re-built. There is a great story behind its repair.

It was my second gillnet boat many years ago, and it had been built in St. Helens in the early 50's. It was built for Lee Taylor, and he fished the Hewlitt Drift. He retired, and I purchased his whole outfit. When Lee had it, it was named the Betty J. I then changed it to the Night Hawk and I still fish with it. It's truly a great old wooden boat after Rick got through with it.  
Bruce Hansen  
Sauvies Island

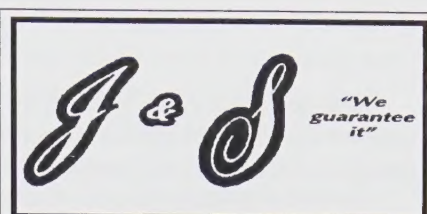
...

Dear Jon,

As so many long time Columbia River citizens have written, it is just a pleasure to review memories of the river through your publication. This sentiment is seconded by my brother George and sister Jane Lohan. Our dad just loved the river, from seining out of Quincy at the Hard B grounds to gillnetting out of Astoria. I had the good fortune to boat pull for our dad on a double ender to Hicks manual roller boat. A lot of hard work but a great experience to be with my father.

See, there I am reminiscing, and I love it.  
Continued success.  
Cliff Crandall  
Cedar Rapids, IA

...



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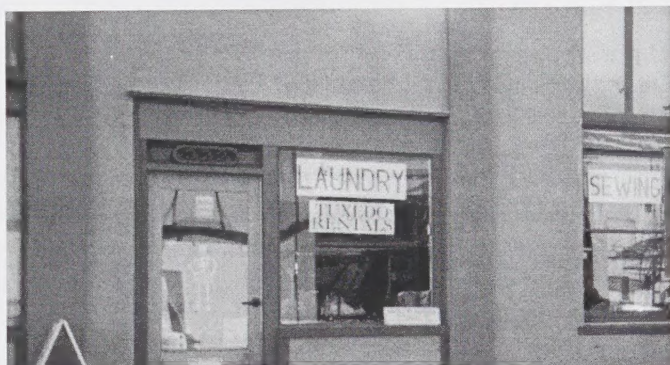


## CRFPU On The Move

After some 8 years in our old location, overlooking the West Mooring Basin, we are moving our office, a short distance to the Port of Astoria Office Building. This will also be the new home base for the "Gillnetter". We will continue to maintain the same mailing address P.O. Box 627 & phone number, 325-2702, at 422 Gateway room A-3.

Our nylon gillnet web and old leadline recycling program will continue from that address and phone number, with the collection point being located at the entrance to Pier 3 boat storage area at the recycle trailer. We thank all of you fishermen for donating your old netting and leadline. We have a good program going that gives you a good place to get rid of it away from the environment, and at the same time provides some extra income to help the Union. We hope you will continue to turn the web in in easy to handle plastic bags, lines free. Thank You.

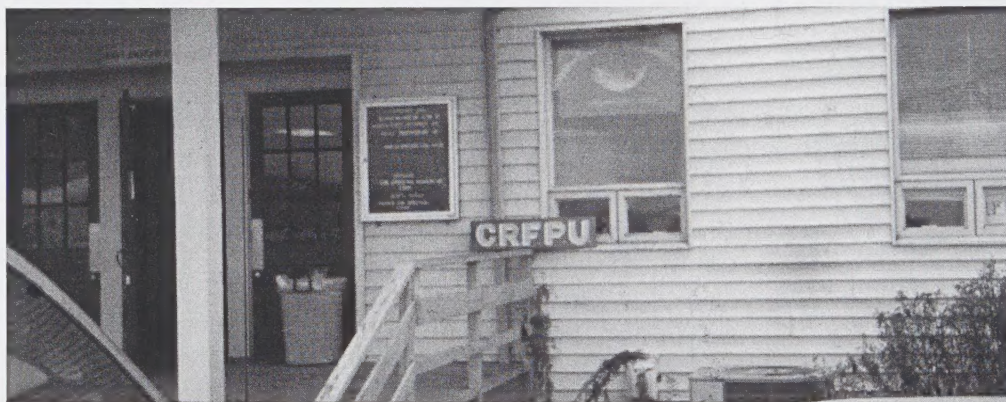
*Columbia River Fishermen Protective Union Offices as they look now.*



*Old Office, 322 10th St., Astoria  
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*Old New Office, West Mooring Basin, Astoria  
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*New-New Office, Port of Astoria A-3, Astoria  
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## Who? What? Where?

Larry Petersen of Astoria submitted these three old time pictures depicting Gillnetting and possibly seining activities on the Columbia River shortly after 1900. No sails are visible on the double end boats and they have the one cylinder engines so typical of that time.

Larry and his brother Denny are doing family research on their ancestors and their Commercial Fishing experience on the Columbia. We will carry their story in a later issue of the Gillnetter.

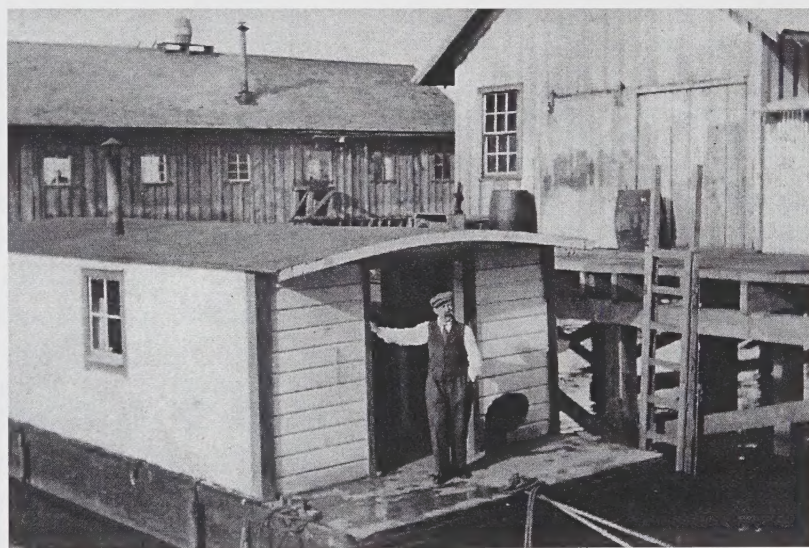
Their Grandfather Sigurd Petersen is one of the men shown in the lone boat picture and the fellow standing in the doorway of the small floating

house on a barge is their Great Grandfather Jon Holmes.

Were these temporary living quarters or was it a fish receiving scow? Was the large floating bunk house related to a seining or a trap operation? Where, on the river, was the location of these pictures?

These are some of the questions that Larry is looking for the answers to, in his search for identification. If you have pertinent information or ideas, please contact us.

*Photos, Courtesy of  
Larry Petersen*



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# Salmon For All News

## The Columbia River Salmon Visioning Process & Spring Salmon Allocations

At this writing, the Columbia River Salmon Visioning Process stakeholders group has met a total of three times. The first session was entirely about process. With a joint session of the Oregon and Washington Fish & Wildlife Commissions set for January 10, 2008, that left only two days for the stakeholders group to begin their dialogue before the joint session. A fourth meeting had been scheduled for early December, but was cancelled in the wake of the twin cyclones that hit the coast at the beginning of the month. Many people, including some of the stakeholders, had their hands full with emergency repairs. The discussions would have to wait.

The two meetings, December 20 in Longview, and January 8 in Salem, have shown surprising signs of promise. Most everyone around the table has shown not only a willingness to learn, but in fact has learned a great deal about the needs and concerns of those on the other side of the fundamental issues. That said, there is a transparent undercurrent at play on the part of one who has no interest in reaching consensus or

resolution. Where all this will lead at this point is anyone's guess.

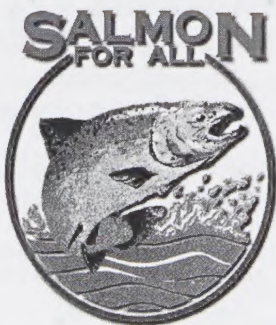
The Washington Commission held a hearing on Saturday, January 12, 2008, the agenda for which included public testimony on spring and summer Chinook allocations. Thankfully, the testimony on Saturday the 12th was limited to 3-1/2 hours, unlike the marathon at the Commission hearing in Olympia two years ago. One of the most problematic issues facing us is that there are four new Commissioners. The Washington Commission has been heavily lobbied to reshape allocations to favor the recreational fishing industry. That point was made abundantly clear at the Joint Commission meeting, January 10 in Vancouver. Commissioner Douvia of Kettle Falls, one of the new appointees, closely questioned Guy Norman, WDFW Region 5 Director, and Curt Melcher, ODFW Deputy Director, about the economic contributions of the commercial and recreational sectors of the Columbia River fishery. Refreshingly, Commissioner Orr of Spokane, also one of the

new appointees, forcefully rebutted setting economic values for either sector of the fishery. He concluded by saying, "Figures don't lie; but liars figure."

The Washington Commission will not vote on allocations until its next scheduled meeting, Friday and Saturday, February 1 & 2 in Olympia. The Oregon Commission will take up the subject of allocations at its next meeting, Friday, February 8 in Salem. Neither agenda is available at this time. It should be noted, however, that the stakeholder process was initiated at the behest of Chair Rae of the Oregon Commission, who began seeking collaborative solutions to replace the "Battle Royal" before the Commissions more than a year ago. During the Joint Commission meeting on January 10, Oregon Commissioner Zane Smith recommended that the two Commissions leave allocations at status quo until the stakeholders group has a chance to reach a successful conclusion. In point of fact, it would appear that none of the Commissioners who has already experienced an allocation battle relishes the thought of going through it again.

### Cedar Creek Coho & the CCA

Gary Loomis, of graphite fishing rod fame, founder of Fish First and prime mover behind bringing the Coastal Conservation Association (CCA) to the Pacific Northwest, has been touring for months with a standard stump speech about how he improved Cedar Creek coho runs, which had been "given up for dead," with a



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salmon enhancement project. Cedar Creek is a small tributary of the Lewis River in Clark County, Washington. Loomis says he built up this coho run to 16,000 in 2002, only to have "his" fish targeted by commercial gillnetters in 2003, who, he claims, nearly wiped out the run. Instead of the 20,000 coho he says he expected to return to Cedar Creek, only 6000 made it back, due to over-fishing both in the ocean and in the river.

The story of Gary Loomis and "his" Cedar Creek coho has received wide media coverage. But what is the truth about Cedar Creek coho? Washington Dept. of Fish & Wildlife figures tell a different story from the

one Gary Loomis tells. The table below shows the statistics for Cedar Creek coho as calculated by WDFW staff. These numbers are based on estimates using Departmental sampling data and widely accepted fishery modeling procedures. They indicate that commercial and sport fishers both harvested a portion of the Cedar Creek run, with substantial escapement returning as brood stock for future runs.

In the graph below: the bottom line is the estimated mainstem commercial catch; the middle line is escapement to Cedar Creek; and the top is the total Cedar Creek run-size returning to the Columbia River, with adjustments from coded wire tag counts.

While we applaud efforts such as the Cedar Creek project to improve habitat and fish runs, the credibility of such efforts with the public and with funding agencies relies on the accurate portrayal of results. Further, such projects are intended to enhance fisheries, both sport and commercial, which this one did, as well as successfully rebuilding the run of coho. Instead of the failure which Mr. Loomis portrays, the project was a success. And that's the real story, not the one running in the media.

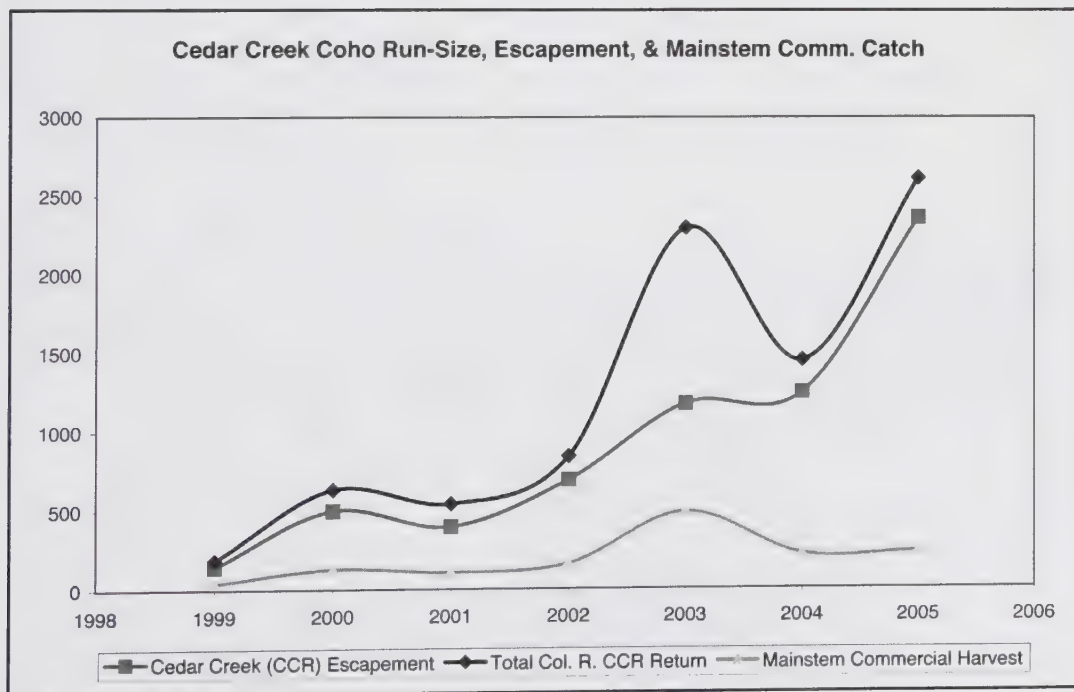
*Executive Director SFA Hobe Kytr*

Estimated Numbers of Cedar Creek Coho			Estimated Mainstem Harvest	Mainstem Commercial Harvest Rate	Total Mainstem Harvest Rate
Year of Return	Cedar Creek Escapement	Total Cedar Creek Return			
1999	144	184	39	21%	25%
2000	499	633	127	20%	24%
2001	396	542	107	20%	32%
2002	690	841	160	19%	21%
2003	1,172	2,293	487	21%	29%
2004	1,243	1,448	218	15%	19%
2005	2,355	2,608	231	9%	11%

Escapement estimates are from D. Rawdings, WDFW.

Mainstem commercial harvest rate & total harvest rate are calculated from catch statistics compared with the final run-size updates.

Estimated mainstem commercial harvest of Cedar Creek coho (column 4) assumes the harvest rate for Cedar Creek coho is the same as for all other Columbia River coho, with no difference in run timing.



Please note that for 2003, when gillnets supposedly wiped out the Cedar Creek coho run, WDFW stats show a sizable discrepancy between the mainstem commercial catch and the difference between total run-size and escapement. It appears that many Cedar Creek coho were caught in the Lewis River sport



## Columbia River Gillnet Boat Scenes

These two photos show traditional Gillnet activity, some 25 years ago, from two different sections of the river. The three Bow Pickers in the first picture are located on the lower Kaboth/Brownsport Drift, on the lower Woody Island Channel. In the background is Aldrich Point and the Washington Mountains behind Skamokawa on the left. Cathlamet Bay is to the right of the three boats, a short distance above Tongue Point.

In the second picture, the Gillnetters are located either on the Reeder or Willow Bar Drifts below Vancouver and the mouth of the Willamette River and above St. Helens. Sauvies Island shows on the left.

The boats in picture one are engaged in snag pulling activities. They are from left to right Alan Takalo in the Mark Anthony, formerly owned by George Radich, Jay Westerholm in the Wild West, formerly owned by his father William Westerholm, and Jon Westerholm in the Cea-Tak formerly owned by Roy Takalo. The first two boats are Columbia built boats and the last a CRPA boat built at Ellsworth Station above Vancouver.

In picture two the boats are tow heading waiting for the



season to open or for evening layout time. They probably have drawn numbers to see who gets to lay his net out first. The two boats to the left are also Columbia built boats with Clarence Demase in the 3 Sisters being one of the Tolennon Families final Gillnet

Craft. The Washington boat to the right is a Blix built boat from Puget Island, the captain unknown.

*Photo's Courtesy  
#1 Jon Westerholm  
#2 Bruce Tolenon*



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## Where Are They Now?

### Dorothy Riswick

Dorothy (Mrs. Don) Riswick, who turned 90 years earlier last year, is now living at the Courtyard Plaza in East Portland at 6271 SE Division St, Apt. #259, zip code 97206.

After Don died in 2005 Dorothy lived a couple of years with her daughter in Madras, but now has taken up residence in this senior living home. Don, of course was the originator, and long time Editor of the Gillnetter as well as prominent member and spokesman for the CRFPU.

Dorothy sends her very best wishes to all her friends. In this picture she is shown with Don, a few years ago, as the Grand Marshalls of the Regatta Parade.



Telephone interview with  
Dorothy Riswick  
Gillnetter File Photo

### Chris Thompson

Lifetime Astorian, Chris Thompson is the last of the

"mild cure" Salmon processors left from the old Hanthorn Cannery. During the depression years, 91 year old Thompson worked at the cannery filleting the backbone out of choice 20 pound Chinooks and laying them with salt in a barrel, about 800 pounds to a barrel. These barrels, sealed tight, were then shipped to Germany, France, and England.

During those early days, in the 1930's, he remembers Astoria people lining up to get the backbones, with a little meat left on each side, from the split Salmon. They called these "Norwegian Harmonicas" and they provided, a saved from waste sustenance, for many a hungry family. Hanthorn Cannery in later years became a CRPA operation and then, even later, the very prominent Bumble Bee Cold Storage. Today it has developed into Pier 39 and there is one section of the building dedicated to and named for Chris Thompson.

From 1949 to 1969, Thompson with his brother Pete, ran the Thompson Sea Foods Fish Market in downtown Astoria. All this while still hold-



Chris Thompson

ing down his job at CRPA and Bumble Bee. He also admits to doing a little "freelance" night time Gillnetting in his spare time.

In his later years he helped Fish Hawk Fisheries get started in the fish processing business. Owner Steve Fick did the buying and Thompson set up the processing work. He also helped Norm Kujala, with his business on the Skipanon River in Warrenton, The Oregon Ocean Seafoods. Chris Thompson truly deserves a big ovation for his many years of contribution in the fish processing field and his donation to the fishing industry on the Columbia River.

Interview with Chris Thompson  
Photo & information contribution by  
Ken Thompson



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## Jimme Vincent Morrell Celebrates 90 Yrs.

On Saturday Oct. 13th, Jimmy Morrell of Ranier Oregon celebrated his 90th birthday at the Mason's lodge in St. Helens, Oregon.

Approximately 185 friends and family attended the afternoon party that was arranged by his son Jimmie Joseph Morrell and catered by Lyman Cornish and his daughter Jennifer of Long Beach, WA. The tremendous spread of seafood and goodies was a sight to see. There were also 3 large custom sheet cakes for everyone to enjoy while stories were being told and a lot of reminiscing was getting accomplished. The gathering was as much of a reunion as a birthday for Jimmie who was looking as young as ever and feeling great as always.

Jimmie was born in Astoria to parents Joe and Mary Morrell of Clifton OR. While growing up in Clifton, Jimmie was able to begin his commercial fishing career at a young age. Over the years, fishing for C.R.P.A. and later Bumble Bee Seafoods took

him from North Shore to Nak Nek, Alaska and in between.

During the "war years", Jim, along with many others were recruited to the shipyards to do their part in the war effort. Returning afterwards again to fish the Lower Columbia River and Alaska. In 1965, Bumble Bee hired Mr. Morrell to manage the St. Helens receiving station, which he did until 1980. Jimmie also ran the Ellsworth, WA station during the later years of his working career.

Today "Big Jim" can be found at his property in the Ranier area, or salmon fishing on the beach around Prescott, or maybe even clam digging on the beach in Seaside along his son Little Jimmie.



Jimme Vincent Morrell

Photo & information contribution by  
Terry Reusser

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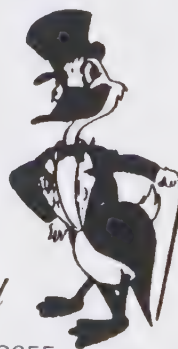
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## Guest Editorial

In relation to the recent Salmon stake-holder and allocation issue, and future negotiations towards that end, on Columbia River Harvests. We need to focus on fairness and equality in dividing the catch opportunity appropriately between fishing groups.

In the section of the Washington State Constitution dealing with subsidizing or assisting private individuals or organizations, the word "property" could mean fish as fish can be defined as something of value. Likewise, individual sport fishermen, businesses that operate recreational facilities and organizations such as sport fishing clubs would all benefit financially if a percentage of a fish run is dedicated for sports oriented purposes.

In my opinion, allocating a larger percentage of a Salmon run to sport fishermen for their exclusive use does not appear to be the intent of this section of the State constitution. The ruling of the Washington State Supreme Court states, "The sovereignty of the people of individual localities gives way to the people of the State's greater sovereignty".

The sovereignty of citizens includes his right to individual catch Salmon as well as the opportunity to buy fish for his consumption from the local commercial markets.

Makes common sense to me.

John Jovonovich  
Seattle, WA

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## Before and After

One of the last remnants of the "hayday" of the salmon fishing and Canning Industry lost part of its roof in the last months big storm. This is the Union Cannery Uppertown Station Outer Warehouse, which in its time was one of the most magnificent buildings on the Astoria waterfront.

This old veteran, of the better days, on piling and sticking out in the river by itself, with all of its neighbors of the past long gone, had its half floor third story roof blown clear off.

These two pictures show how it looked early last year and then in December after the storm.

Photos by Patrick Jensen  
and Jon Westerholm

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# CEDC SELECT AREA REPORT

## South Fork Klaskanine Upgrade

*Co-Author: Tod Jones, Project Manager Select Area Fisheries & Co-Author: Roger Warren, Manager ODFW Gnat Creek Hatchery*

It took four years of planning, permitting and fund raising, but the results are now in place. Clatsop County Fisheries Project succeeded in upgrading their water diversion on the South Fork of the Klaskanine River this summer. A concrete dam was removed and replaced with a new diversion system and screening structure that meets state and federal guidelines for fish passage and juvenile salmon and trout screening.

The original structure had been installed as a community project with donated materials and labor back in 1980. The diverted water operates a rearing pond where chinook and coho smolts are reared and released to migrate through Youngs Bay to the ocean. Recently the South Fork facility has assumed the sole responsibility for brood stock maintenance for the Select Area Brights (SABs) a high quality fall chinook originating from the Rogue River. For the past ten years the state hatcheries at Klaskanine and Big Creek were responsible for providing



*Engineered River replaces diversion dam at South Fork Klaskanine*



*Concrete structure for new NOAA approved screening system at South Fork*

eggs and fry to Clatsop County. This change has allowed the Klaskanine hatchery to move back to coho production while the South Fork facility does both fall chinook and coho.

Over \$100,000 in local donations made the project possible. Coho from Salmon River Hatchery in Lincoln City are reared here in addition to 700,000 SAB brood stock.



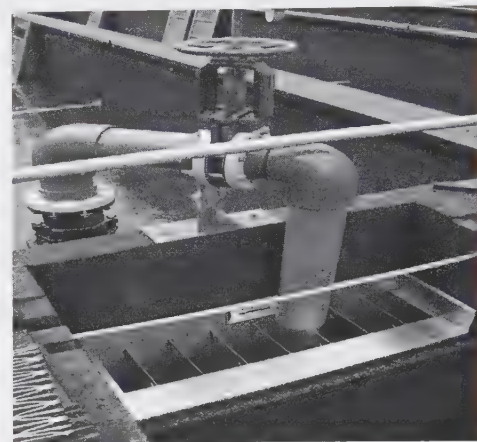
## Gnat Creek Gasses Spring Chinook

Thanks to a lot of hard work by Gary Soderstrom to get funding from the R&E Board, the Gnat Creek Hatchery is installing an interesting system to improve fish health and to likely increase production of spring chinook pre-smolts for the select area net pens. Gnat Creek produces about 850,000 springers each year for Blind Slough, Tongue Point and Youngs Bay. Ten out of the past twelve years, fish have had to be trucked to the net pens one to two months early due to low water flows and elevated temperatures at the hatchery. With the help of Clatsop County Fisheries Project an experiment with new technology to introduce atmospheric oxygen was conducted and found to work well.

The R&E grant for \$108,000 will outfit all of the fifteen raceways with Low Head Oxygen (LHO) chambers, which are supplied with low-pressure oxygen stripped from the air. In the past this would have cost tens of thousands of dollars per raceway, but with the new Og-20 strippers, the cost is extremely low. Each stripper operates on seven amps of 115-volt power and will run three LHO units.

Gnat Creek staff and a local contractor are busy installing the units over the winter before ponding the new fry in March. The system has already proven itself this fall when water levels dropped and temperatures went up. Three temporary units were put in place and the fish were kept on site until November when the estuary cooled down. Healthy pre-smolts will not need to be fed medication once they are trucked to the net pens and it

is expected that ocean survival of smolts will improve significantly. Roger Warren, hatchery manager, says visitors are welcome to stop by and see the new equipment in operation.



*New piping, valves and Low Head Oxygen units being installed at Gnat Creek Hatchery*

*Mike Keyser's*

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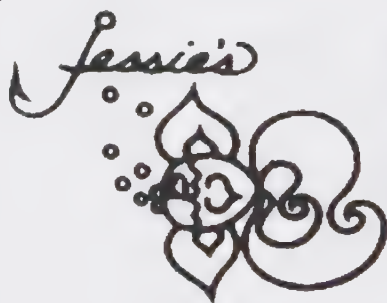
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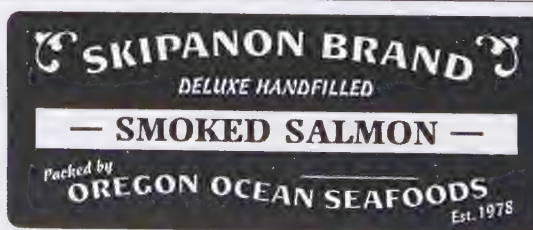


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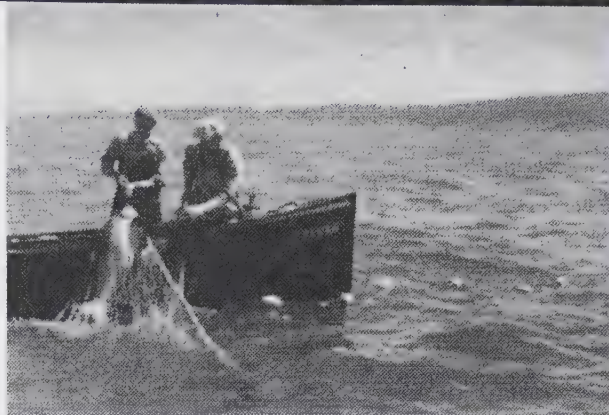


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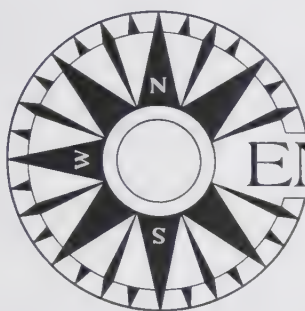
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## What Happened To The Nahcotta?

As mentioned in a previous article, I "deckhanded" on the *PhoenixV* in the 1940's. One of our stops on our way upriver with fuel for the fish receiving stations was at the North entrance to Chaddix Slough. There were two pilings with a scow tied up to them. Nailed on one of the pilings was a ship's signboard "NAHCOTTA" which didn't really make much sense way up here in this little inlet but in my youth I didn't give it much thought although it has remained in one of the "pigeon holes" of memory.

Skipping now to the early 1970's, I was rowing around in my duck boat doing a little jump shooting on a runout tide when I noticed some boat frames protruding from the water

about a 100 feet East of the pilings. My curiosity got the best of me so I rowed to it and scrambled around the wreck. Most of the ribs were either broken off or had been burned to about 3 feet from the keel. There still were two shafts with the propellers, minus their flukes, which appeared to have been blown off. Very little other hardware was left so it was pretty obvious that the entire hull had been stripped. In those days hardly anyone carried a camera while duck hunting to I didn't have the oppor-



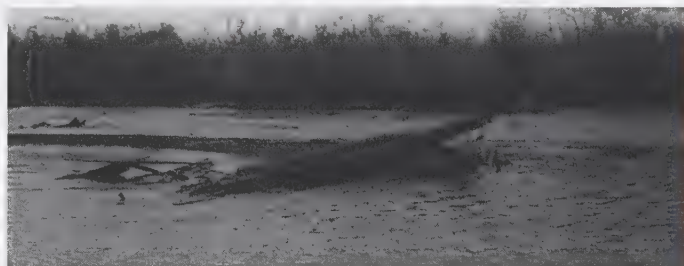
*Margie & Dick Thompson*

tunity to document what I saw.

When I got home I started to research old ships and remembering the signboard "NAHCOTTA" I found out that she was a twin screw river steamer that plied between Astoria and the North Shore.

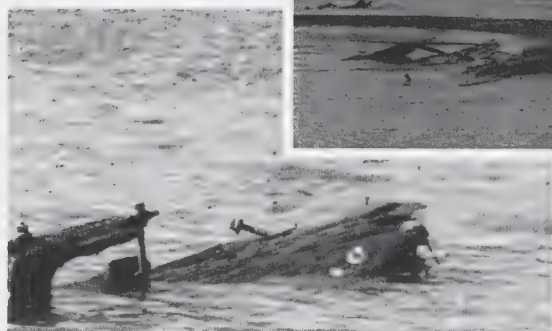
In 1980 I returned to the site with a camera and took pictures of what was left showing. Again returning last summer, I took more pictures but tidal currents had washed away a lot of the silt and eroded a deep hole where the remains are now 90% under water at all tides.

"What happened?" and why is she there in her final resting place? If anyone out there knows more, let's hear from you.



*3 Photos by the author.*

*Are these, after so many years, the bones of the Nahcotta? Is this the final resting place?*



## In Addition.....

In 1888 the Ilwaco Railroad and Navigation Company (IR&N) laid the first 5 miles of narrow gauge track from Ilwaco northward to Long Beach and Nahcotta on the Long Beach Peninsula. This western most RR in America became known as the Loomis RR after Lewis A. Loomis, its founder. (see Fall 1999 Gillnetter p. 14)

In 1906 the IR&N was purchased by the Oregon Railroad and Navigation Company, and the OR&N bought the deep-water site at Megler, which they named "Cook's Station". In 1907 construction of a railroad between Cook's Station and Ilwaco was underway, and in October of 1907 construction began at Cook's Station on a wharf that measured 900 feet long and 120 feet wide. By the time this train and ferry freight dock began operating in 1908, the name of the site was changed again to Megler

Station.

Once the train began regular operation, the steamer Nahcotta was set up as a passenger ferry service between Astoria and Megler. The Ilwaco Railroad bought several steam locomotive, and by the time the last one was delivered they had abandoned their dock in Ilwaco. Railroad hands built a small spur at Megler to receive the locomotive from the steamer. For the first few months of operation, a temporary tank stored oil near the Megler dock. By 1909, a large, permanent steel tank was erected on a trestle-like structure at the site. A depot, a train shed, and a turntable were also built at the Megler terminal.

The twin screw Nahcotta was of 149 tons and 96 feet in length. For some 10 or 12 years it provided the major access to Megler, the Loomis RR and the vaca-

tion sands of the Long Beach Peninsula for the people of Astoria, Portland, and the Oregon Metropolitan areas.

In 1921, increased automobile traffic in the region, induced Fritz Elfving to establish a car ferry, the Tourist II, between Astoria and Megler. Gradually as the number of automobiles increased and roads improved, the need for the Nahcotta and railroad declined. In 1921 the Nahcotta ceased operations and the North Shore RR discontinued service by 1931. In 1946 the Oregon Highway Department purchased the ferry service from Elfving and operated it until the Astoria Megler Bridge was completed. The new Bridge was completed in 1966 and the last ferry run occurred in July of that year.

*Author: Dick Thompson*



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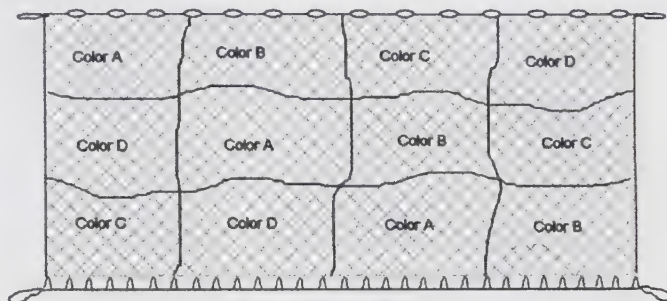
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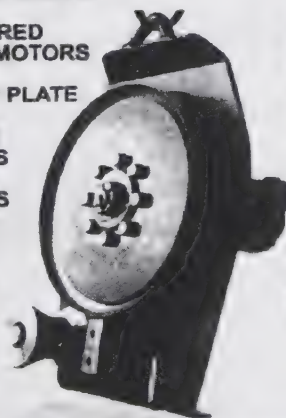
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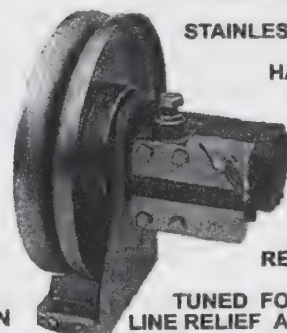
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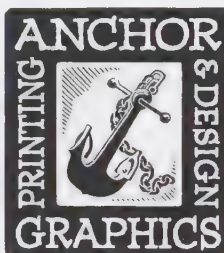
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## News Briefs

### New Fish On The Entiat

The Entiat National Fish Hatchery, located midway between Wenatchee and Chelan on the Columbia River at Entiat, Washington, began last Fall, making the change from raising Chinook to Coho Salmon. The 65 year old Federal facility, built primarily to raise Chinook Salmon as mitigation for fish habitat cut off by the Grand Coulee Dam, is switching fish.

The Chinook Salmon program that started in 1941 and had been operating continually since the early 1970's was phased out last spring. The initial generation of Coho was spawned at the hatchery November 13. Both the U.S. Fish and Wildlife Service and the Ya-

kima Indian Nation are working together on the project as part of the effort to reintroduce Coho to the upper Columbia River.

The Coho Salmon spawned at the Entiat hatchery were captured in the Wenatchee River. Their eggs will be incubated and the juveniles raised at the facility for about 18 months. During that time attempts will be made to secure permits from NOAA-Fisheries for release into the Entiat River. If all goes well the first returns should appear in the fall of 1910.

### We Can Do Better For Salmon

This is the advice for the Federal Agencies involved in

developing a plan to protect upper Columbia and Snake River Salmon from Hydroelectric Dam ravages, by U.S. District Judge James Redden. The federal government has struggled for years to find a legal way to operate the dams while also making up for the protected salmon that dams injure and kill each year.

Judge Redden has thrown out two previous proposals because they were based on flimsy and uncertain commitments. The agencies have proposed millions of dollars in dam upgrades, habitat restoration, and changes at fish hatcheries. In his most recent communication he has told them that this newest draft has many of the same



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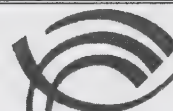
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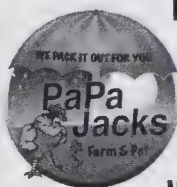


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weaknesses and he wants to hear some other options, such as a more efficient spill plan for Salmon.

He set a March 18 deadline for the federal government to complete a final strategy. He promises very harsh measures if an acceptable solution is not found, including the court taking over the dams.

## The Captain Did It!

The latest development in the Exxon, now Exxon-Mobil, Oil Companies steady list of appeals on the 1994 guilty verdict of the Exxon Valdez oil spill in Prince William Sound goes from the "ridiculous to the sublime". The spill took place in 1989 and the ensuing suit by Commercial Fisherman, Native Villages and other Alaskans led to the jury trial in Anchorage. The 11 million gallon North Slope Crude Oil that coated 12 hundred miles of pristine coast line in the Sound and other areas of Alaska, will still be felt many years from now.

Exxon Mobil Corporation has added "insult to injury" in this last ditch, in a long line of legal requests the past 14 years, appeal to the Supreme Court. The Irving, Texas oil giant has

been fighting the civil judgement, originally set at 5 billion dollars, since the 1994 trial. The 9th Circuit Court of Appeals has reduced the penalty in half to 2.5 billion.

Now the company is saying that they should not be held responsible for punitive damages inflicted by their ship under the command of their captain, Joe Hazelwood. In other words what they are saying is, even the reduced civil judgement of 2.5 billion is excessive and wants the Supreme Court to over-rule the trial and reduced the award to nothing.

State of Alaska Lawmakers and four former governors, as well as present governor Sarah Palin, have declared that the oil company should be subject to punitive damages for the environmental catastrophe, in their friend of the court brief. The high court is scheduled to hear oral arguments in Exxon's appeal Feb. 27.

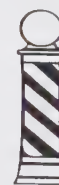
## State And Feds Say No To LNG.

First the State of Oregon Agencies, including the Departments of Environmental Qual-

ity, Fish and Wildlife, Forestry, and Energy, as well as Governor Ted Kulongoski, have submitted harsh criticism of Texas developer Northern Stars plan for an LNG terminals on the Columbia River at Bradwood Landing. The governor and the state agencies raise serious concerns about the environmental and public safety impact of the controversial project at Bradwood. The state retains authority and responsibility over water, air quality and coastal zone management.

Now the federal governments National Marine Fisheries Service, or NOAA Fisheries, is asking for denial of the project based on the extensive dredging involved, the actual need for this product in the Northwest, and its inconsistency with Columbia River Salmon recovery plans.

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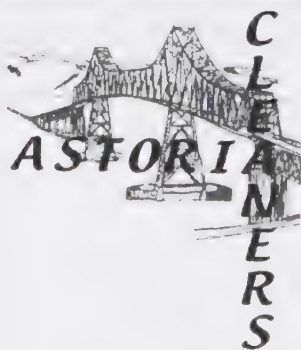
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# The 1962 Red Salmon Season on Cook Inlet

*Part Two - Conclusion  
by Eldon Korpela*

*Part one appeared in the  
Summer 2007 issue.*

We were notified that there would be a hearing within a week on a non-fishing day for the state to present their cases and for the defendants to make their pleas. Our hearing was held in Kenai on July 12 and I was surprised by the small number of defendants present. From my observations on the morning of July 6, half of the fleet still had their nets in the water at the period's end. Obviously only boats which were easy to identify were under arrest and present at the hearing.

The first defendant stood to hear the charge against him. The magistrate asked, "Do you plead guilty or not guilty?" His answer was "guilty". The magistrate announced, "I fine you fifty dollars". With such a minimal fine, the hearings proceeded at a rapid pace especially with the resident fishermen. Non-resident defendants have always been at a disadvantage because when the trial date was set there was always the possibility of having it set well after the end of the fishing season. This meant that the defendant would need to transport himself, his witnesses, and possibly his attorney, to Alaska. In most cases that expense would exceed any minimal fine imposed on his case.

My situation differed from his in that I still hadn't entirely dismissed the possibility of working as a fisheries biologist sometime in the future. A fisheries violation to which I pled guilty would not look good on my record. I pleaded not guilty on a misdemeanor charge and was released on \$250 bail.

My next move was to contact an attorney in Vancouver, Washington whom I had as a passenger on a number of occasions when I was sport chartering my gillnetter out of Astoria. D. Elwood Caples suggested an attorney located in Anchorage who had represented the Alaska Fish Processors on previous occasions.

Ab Ihander, Art Hilton, John Ronning, and myself decided to drive to Anchorage so that I could meet this attorney with whom I had arranged an appointment. The advice that he gave me was not to hire an attorney but to represent myself. He did suggest several issues on which I should base my case. The first was to show that this fly-over was a one shot situation to serve as an example to fishermen. Next, I should point out that the FAA radio frequency used by airplanes to access Greenwich time was not available to fishermen on their marine radios. Why should all the fines be similar when the degrees of violations were so varied? For what reason was each fisherman singled out for a violation that morning? Why was I singled out

when the arresting officer admitted that in my case I was attempting to wrap my net on my reel at a high speed and the difference in his version of the time and mine was admittedly only four minutes? The charge for my violation should be much different from those fishermen who were not even attempting to comply with the law. I thanked the attorney for his advice which he did not charge me for and we all headed back to Kenai after spending a night in Anchorage.

I had two choices on a trial. I was told there weren't any openings available for a jury trial until later during the fall. This of course meant that I could be faced with a great deal of expense in transportation, housing, and food, for my witnesses. The other choice was trial by magistrate during the month of July which I chose. Several of the local fishermen chose to have a jury trial. I spent much time preparing for my defense, especially in rehearsing what I was going to say and how I was going to proceed. Ab agreed to be a witness for me.

The trial was held in the local police court and the only audience was Ab, a few of my friends, the arresting officer, and the police chief and one of his deputies. The Judge J. Nicholas had a tape recorder operating to keep track of the proceedings.

The prosecuting attorney presented the charge against me by us-



ing his witness, the arresting officer E.B. Martain who was in the plane. Mr. Martain stated the date and facts about reeling my net aboard. He stated that I did not have my net aboard 'till five minutes past six a.m.

I called Ab as my first witness and after he was sworn in by a clerk he verified the situation on the morning of July 6, exactly as it occurred. My next move was to recall Mr. Martain for cross-examination. I established the fact that he was using the FAA radio to base his time, Greenwich time, and that as far as he knew none of the gillnetters had a radio which could receive that information. I knew of a gillnetter who had a letter from a local radio station stating that they were often several minutes from Greenwich time. I decided to use this information in my summation.

Then, I called Mr. Martain, the arresting officer. My next objective followed the advice given to me by the Anchorage attorney. This was to show that the Fish and Game plan was to make one big sweep of the fleet on a big fish day and make an example for the fishermen for the 1962 season.

My first question of Mr. Martain was "How many arrests have you made on gillnetters on Cook Inlet this year?" His answer was, "I don't know". My next question was "How many arrests did you make on July 6, 1962?" His answer was, "I don't know" My third question was, "Have you ever made an arrest of a gillnetter on Cook Inlet?"

His answer was "I don't know." By this time I was getting more than a little frustrated. His answer to my last question and the magistrate's reaction quickly indicated the big trouble that I was in. "Have you ever worked for the Alaska Department of Fish and Game", was my last question of Mr. Martain. "I don't know", was his answer.

"Your honor, this man had been sworn to tell the truth and it's quite obvious that he is not doing that", was my statement to Mr. Nicholas. "You heard him, he said he doesn't know", was the magistrates reaction my last question. I immediately determined that not only was my goose cooked, it was scorched. Why should I continue with this comedy. I did pursue a few of the facts concerning the morning of July 6, but the witnesses reaction to my questions was always the same, so I ended my case whereupon Mr. Nicholas read my sentence, "I fine you \$1500 and if you ever break a fishing law again in this area, I am going to fine you \$5000, take away your boat, net and fish and see to it that you never fish in Alaska again". All gillnetters have experienced moments of elation and depression which reflects the reactions to the unpredictable results to the type of work that they do. I cannot ever remember being as depressed as I was that moment.

"Do you have anything to say for yourself?" was Mr. Nicholas's last question. "Yes, I do your honor. Every Monday morning I lead school class in the Pledge of Allegiance and today I particularly remember the part which states,

and liberty and justice for all. I'm going to find that justice with every means that I have". I noticed that Mr. Nicholas had turned the recorder off just before my last statement.

While I was still standing stunned, the prosecutor edged over to me and apologized for the arresting agent. "I worked with this guy on how to react to your questions, but he's so dumb he forgot everything". After the courtroom cleared, the Police Chief's statement even added to my depression. "Buddy you got bamboozled. Before you arrived, the magistrate, prosecutor, arresting officer, and Fish & Game agent were discussing your impending trial. They made plans to really make an example of you for your decision to fight this case instead of paying the fine".

During the years that I fished the Inlet for Libby's, 1956-58, one of the boats fishing for the same cannery was operated by an Alaska teacher, Helen Simpson and her husband who was a school principal. Since that time Helen had studied law, passed Alaska's Bar, and was now a practicing lawyer. One of the statements that she made to me lifted my spirits. "Alaska has an excellent court system, but you must get into the next level to experience it.

Hiring Helen Simpson as my attorney to seek a reversal from my illegal fishing charge was a first step in removing my depression after the Kangaroo Court. Helen, fishing for Libbys during the late



1950s, had an excellent knowledge of the Cook Inlet gillnet fishery.

Helen submitted a twelve-page Petition For Review of my case dated November 9, 1962. This petition provided for the review of any judgment and sentence claimed to be illegal for any cause. Her information of the trial was from her study of a tape of the proceedings. The Petition For Review if accepted, provided that justice can be done by a review of the record without the necessity of another trial.

"The state did not prove the time" was Helen's first challenge. She presented evidence that there was a difference between the commercial radio station and the F.A.A. times and that either of these could be in error from Greenwich Time. The Fish and Wildlife witness did not specify which of the times was designated as the official source of time.

"The defendant's net was not fishing" was Mrs. Simpson's next contention. She cited previous cases on record that having a net in the water does not necessarily mean that the net is fishing. One example was when a net is being pulled back into the boat by a reel operating at a high rate of speed then it is no longer fishing because it would be incapable of catching fish. Any experienced gillnetter would know that if the net is coming into the boat faster than the boat is being pulled towards the net, the net's

meshes are closed rendering it incapable of catching fish.

Helen next argues that "The defendants due process was violated. There is nothing to put him on notice that the enforcement officers would use the time as given out by the F.A.A., nor is there any evidence of any regulation of the Fish and Wildlife Service designating the time as prescribed by anyone as the official time. Who can say what Alaska standard time is when the sources vary?"

My attorney's next challenge was that the defendant was misinformed as to his right to a jury trial. It was brought out that a group of fishermen in the same area were all arrested and charged with the same offense. They nearly all pled guilty and paid \$50 fines. When the defendant asked for a jury trial he was told that he would have to wait until late in August to have one but that he could appear before the District Magistrate when he came through in the near future, which he did. As a matter of fact, jury trials were held at about the same time; hence defendant was denied his request and he did not get his jury trial because of misinformation given to him. There is nothing in the record as to whether or not he was ever advised of his rights. He agreed to appear in the District Magistrate's court.

The fine was excessive was the final point in the Petition For Review. Helen used previous

cases that she had been involved in to show that for a misdemeanor charge my fine was excessive. This was particularly true in comparison to the cases when those who pled guilty to having most of their net in the water were fined only \$50. The defendant in this case, even after the arresting officer admitted that he was attempting to rapidly reel aboard the last 30 fathoms, received a very excessive fine. The fine of \$ 1500 plus the loss of boat, gear, fish and loss of permanent access to the fishery for any minor violation makes the defendant appear to be a dangerous criminal.

She also pointed out how the Magistrate arrived at the \$ 1500. He inferred that 30 fathoms was in the water for five minutes. He then multiplied 30 by 5 and then, multiplied this by ten. This was a wholly arbitrary figure based upon no reason or rule. The size of the fine would certainly tell anyone that this must have been a real criminal offense rather than a mistake, if indeed there was a violation.

My next communication from Helen Simpson was dated November 27, 1962. "Just a note to advise you, that the Superior Court has reversed your conviction--no need for a new trial or anything--you have been cleared." Helen's bill was \$ 750 which I was happy to pay, for the knowledge that "there is justice for all" even if the effort and expense can be a little trying at times.



## W.D. F. & W. Improvement

The Washington Department of Fish and Wildlife has put out a new brochure to be handed out at all licensing stations, giving information about and asking all fishermen, whether on foot or in boats, to avoid shallow waters in streams during Salmon and Steelhead spawning time.

John Jovanovich of Jovanovich Supply in Seattle deserves the lions share of credit for getting this information into the WDF&W pages. This has been one of his pet projects for several years. See page 7 Summer 2007 issue, Gillnetter.

### What can you do?

- Don't run boats, jet boats, or jet skis in shallow waters prior to or during spawning seasons
- Drop anchor away from spawning areas
- Avoid stirring up spawning gravel or silt that could smother fish eggs
- Avoid driving on gravel bars
- Cross streams only at established crossings
- Don't use streams as travel routes and don't remove woody material from stream channels or gravel bars
- Don't dam streams
- Don't trample spawning beds when wading or fishing



### More information

For more information on how to prevent or reduce the potential impacts of recreational activities, look on the Washington Department of Fish and Wildlife website at:

[http://wdfw.wa.gov/hab/spawningbed\\_protection/](http://wdfw.wa.gov/hab/spawningbed_protection/)

The website provides information on when salmon and steelhead spawn in various waters of the state and when to use extra caution while recreating.

Information on low-impact recreation can be found at the Tread Lightly website at:

[www.treadlightly.org](http://www.treadlightly.org)

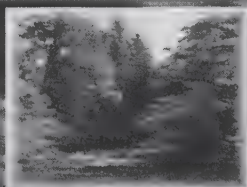
It is up to us to recreate responsibly and to protect Washington's valuable natural resources.

## Recreational Activities May Harm Salmon and Steelhead Spawning Beds



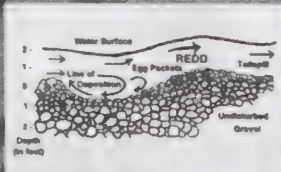
### Salmon, steelhead and recreation

Fishing and hunting are only two of the recreational activities that people enjoy in the state of Washington. Others include boating, riding off-road vehicles, and wading and swimming in streams and lakes.



Salmon and steelhead use streams and lakes for spawning and rearing at the same time people use them for recreational activities.

Salmon and steelhead lay their eggs in spawning nests called "redds". A redd is a spawning site where eggs are buried in the gravel of a stream or lake shoreline.



To survive and develop, the eggs need clean, loose gravel. If silt fills in the spaces between the gravel, clean water cannot circulate and the eggs may die from lack of oxygen or from accumulated waste products.

### Recreational activities

Even seemingly casual recreational activities may decrease the spawning success of the very fish that we enjoy. Many recreational activities can cause impacts that we don't even consider.

#### Boating, jet boats and jet skis

When boats, jet boats or jet skis speed across salmon or steelhead redds they often create turbulence that may churn up gravel, dispersing or crushing eggs.



Stirred up sediment can cover redds, causing the eggs to suffocate or die from exposure to their own wastes. When boaters drop and retrieve anchor in spawning gravel the anchor can also damage or destroy redds.

#### Off-road vehicles (ORV)

Off-road vehicles, such as mountain bikes, motorcycles, three-wheelers, quads, and four-wheel drive trucks and cars are capable of being driven into aquatic zones where they can impact redds.

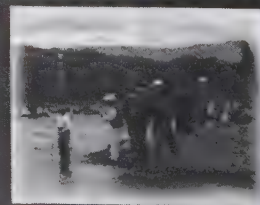
When driven through vegetated areas along streams and lakes ORVs can cause erosion or destroy vegetation that benefits fish.



When driven through streams ORVs can cause siltation, gravel compaction, and disruption of eggs. Even seemingly dry gravel bars may contain redds. Salmon and steelhead may have spawned in those areas during high water flows.

#### Wading and Fishing

It's fun to wade and play in streams. Temporary dams sometimes are created to provide wading pools. These can block fish trying to get to spawning areas and the pools can strand young fish. Walking on spawning beds while wading or fishing can disrupt incubating eggs, compact gravel, or stir up silt.





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## Poets Corner Summer 2007



We feature fisher poem laureate, Dave Densmore, with two of his latest creations.

### BOATS

*I guess a boat's a funny thing,  
Around which to build your life.  
Some chase money and power,  
Others live for family and wife.*

*Now, I'll be the first to admit,  
I love all the above.  
But there's something about a  
pure-white boat,  
Shining like a dove.*

*A pretty salmon-seiner,  
All decked out jut right,  
Slipping across a glassy bay,  
Lord, makes my throat feel tight.*

*And a graceful little troller,  
Quietly working at its trade,  
Is such a thing of beauty,  
It always makes my day.*

*Or, how about that gillnet boat,  
Planeing up on step,  
Charging in with bone in her teeth,  
To slap out another set.*

*And of course those Halibut  
schooners,  
No one can quibble there.  
To watch one slip along,  
Will just wipe out your cares.*

*Well I guess I love them all,  
They've give me a life of bliss.  
But if you want to know the awful  
truth?  
They're all just built to haul dead fish!*

Dave Densmore

### FAREWELL

*Took a fall the other day.  
I admit it's not the first.  
No such thing as, "Golden Years"  
Old's a thing to just be cursed.*

*Kids claim to see salmon jumping  
Where looks unruffled water to me,  
Naw, I just don't think there's as  
many  
Around as there used to be.*

*I need to change the oil,  
I know it's well past time.  
But I feel so stiff and achy,  
Guess I'll do it a little later down  
the line.*

*Bunk's hard, don't seem as able,  
To sleep much any more.  
But it surely takes more effort  
To just get out the door.*

*Most new kids just seem  
So incredibly dumb,  
No hunger for professional pride,*

*Or sense of a job well done.*

*I'm tired of trying to teach,  
The same things over and over  
again,  
Just to see the lessons thrown away,  
When the seasons come to an end.*

*So many things have changed,  
Even I can plainly see.  
Yeah, time has moved right along,  
And just forgotten about me.*

*I've really loved this life  
With all its many gifts.  
But not much fun anymore  
When everything aches like this.*

*Guess I may as well  
Just put it all up for sale,  
Though I'm still hanging tough,  
But all to what avail.*

*I have to face, It's way past my time  
For me to just let go  
And try to accept that even I  
Am finally getting old.*

*Oh, I still love to watch those fish  
Flipping down in my fish hold.  
But that last fall just told me,  
I've finally grown too old.*

Dave Densmore

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## Do You Remember?

### Mike Haggren

Mike Haggren was truly one of the most outstanding Gillnetters on the Columbia River in his time. He fished for many years on the river from the 1920's through the 1960's and was well known by all. He also fished in Alaska on Cook Inlet out of Kenai and the Kenai River.

He was one of the last of the so-called "Spit Fishermen", who would lay down their net out close to the Clatsop Spit and then go around the outside to pick it up back in the ocean. This took place of course, in the 1920's and early 1930's before deadlines were added at the mouth of the river. Early fall Chinook were just entering the river in mid-August and this was the best, and in some seasons, the only way to make good early catches. One year he made a daring rescue of a fellow fisherman whose engine had quit in the surf.

In 1934, early in the May season, he caught a large 43 pound Royal Chinook Salmon that was presented to President Franklin Roosevelt, by the City of Astoria. The President had been in the area sport fishing, but was not successful, so Haggren's Cannery Union Fishermens Coop made the presentation of this large salmon.

Haggren was still fishing alone at age 80 and like so many senior citizens of his age with Finnish ancestry, he still walked fast, and even climbed Saddle Mountain. He passed away in 1976.

His son Herman and son in laws Ron Collman and Karlo Karna as well as his namesake grandson Mike, and others in the family continue to carry on the the commercial fishing tradition.

Picture and information credit to Ron and Lila Collman

### Bill Puustinen

Bill Puustinen was the only contracted Seal Hunter on the Columbia River that the State of Or-



egon has ever had. He was the natural choice for the job when the position opened in 1959 by the Oregon Fish Commission, in answer to large numbers, with heavy damages to Salmon and the Fishing Industry by the Pinnepeps. He and his brothers had in previous years, hunted extensively for the twenty five dollar per scalp bounty program on seals. In harmony with his Gillnet fishing, Bill continued with this until his appointed contract.

He operated out of his home port on Svensen Slough and with his double ended Gillnet boat, "Gray Ghost" because of its non-distinct grey color, he would travel the many channels and between islands in the Columbia River Estuary, from Puget Island to the Bar.

He always kept a very accurate log of his sealing activities each day and he concentrated only just previous to a season opening and the first few days. His major purpose was to keep the seals "herded out of the river", and harassed during fishing periods, and not necessarily to kill them.

Bill continued his Gillnetting for many years making his last drift with

the Gray Ghost in 1989 at the age of 86. He died in 1995 at the age of 92.


With the advent of the National Marine Mammal act of 1970, his contract, of course, came to an end. At age 67, and with his love of the river, he could have continued for many more years.

Puustinen was also very active in the prominent fishermens organizations, Columbia River Fishermens Protective Union, serving as Legislative and Conservation Chairman for many years. Having gone to the University of Oregon majoring in Journalism, he wrote most of the Union Position Papers and conducted much of the communication with Federal and State Agencies in those years.


He was featured in both the OSU Sea Grant film "Mammals of the Sea", in 1980 and in the 1989 Sea Grant-Columbia River Maritime Museum video "Work is Our Joy", The story of the Columbia River Gillnetter.

First hand information -  
Jon Westerholm  
Photo - Puustinen family collection.

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## Mystery Photos



How many of these Astoria High School "Fishermen" were also gillnetters?



Clarence Demase correctly identified this mystery photo, from our last summer issue of the Gillnetter, as Ted Farnsworth and his Bowpicker from the Reeder Drift above St. Helens.

Can anyone help in the identification of this Basketball picture or any of the players in it? It was submitted by Eldon Korpela and comes from the early 1920's.



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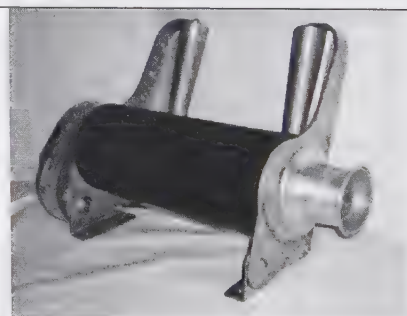
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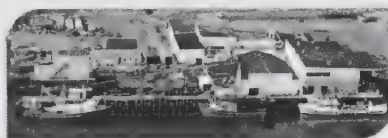
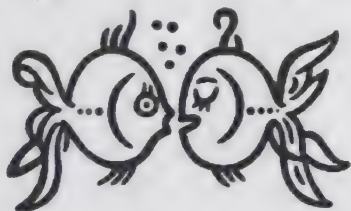
## Mystery Photos



The nicely repaired and finished boat, shown above, is the same dilapidated Mystery Photo boat from the Summer 2004 Gillnetter, that had belonged to the Fornas Family, and was found at the Bumble Bee Shipyard a few years ago. It was completely refurbished by new owner George Beall of Portland. He had boat carpenter Gilbert Vik from Puget Island do the work. It is truly a unique craft and is now in beautiful condition. We will provide more information on this boat in a future edition of the Gillnetter.

The pictures show before and after.  
Photos thanks to John Affolter.

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- Swordfish
- Tilapia
- Trout
- Warm Water Shrimp
- Yellowfin Tuna



## Special Dedication to Gillnetter Supreme Albin "Abby" Ihander

Abbey Ihander was one of those individuals that was well liked by everyone. From his fellow gillnetters, down on the net rack or out on the river, to people on the street, along the waterfront, or in the coffee or barber shops, he was a "Gem". His easy going slow talking manner made him everybody's friend.

He started gillnetting on the Columbia River when he was a young teenager, and like most Astoria kids of his time, he loved to play basketball. His strong desire for catching Salmon and playing basketball for Astoria High Schools "Fishermen", related to what former famous player and coach, Wally Palmberg, said in his book "Towards One Flag", fishing and basketball, "and in that order". He pulled boat for his dad in Bristol Bay Alaska, at age 15, for his first trip north. His 65 year Gillnetting career carried him from Astoria, and the Columbia River, to Kenai, Alaska, and the Cook Inlet, and back, continuously.

His wife Janice went with him many of those years to Kenai to cook and keep house in their trailer, and son Kirk pulled boat while son Mark fished his own boat nearby. It was a happy "family affair". Janice acknowledges that it has been tough the last few months, especially during the holidays, without Abby around.

Janice, Mark, Kirk, and the rest of the family extend a huge thank you to everyone for their donations and terrific show of compassion in honor of Abby. (See front page and page 35 summer 2007 issue).

*Photo credit to Lori Assa - Daily Astorian*

*Abby, and his son Kirk, picking up a few years ago, during the Spring Salmon Season on the Columbia. They are in the stern of his 32 foot reel boat, Robin Joy, named after his daughter, which he fished for many years.*



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## A Wave Goodbye

### Nicholas (Nick) Budnick

Born April 13, 1944, passed away Dec. 4, 2007. He grew up fishing with his dad and family in Brookfield, WA. He gillnetted in Puget Sound and Bristol Bay.



Nick was a Vietnam Veteran. He served his time on Aircraft Carriers. He then went to work for NOAA and was on Research Ships in Alaska.

Nick went to work and ran Consolidated Net & Twine for numerous years, building and supplying nets for people and businesses in the US and other countries.

He ran Nick's Net Shop in Dillingham, AK for many years. Nick then went to work for Lummi Fisheries Supply in Bellingham, WA. He worked winters in Bellingham and his spring and summers in Cordova, AK. He loved young people that were willing to work and learn about nets and fishing. He would hold classes for anyone young and old that wanted to learn the art of net hanging and mending.

Nick worked hard all his life and helped anyone that asked him for it. He loved duck hunting and fishing and just running around in his skiff on the Columbia River.

He will be missed by many, as he was a very knowledgeable and talented man in the netting business.

He is survived by his mother, Evelyn of Puget Island, two brothers and two sisters.

He was preceded by his Father Gus. At his request there was no service. Donations in his name to Children's Orthopedic, Ducks Unlimited or Salmon For All, suggested by the family. Becks Funeral Home, Edmonds, WA was in charge of arrangements.

### Richard Frank Skipper

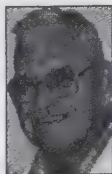
World War II Veteran, 91

Richard Frank Skipper, 91, of Knappa, died Sunday, July 22, 2007 in Astoria.

He was born May 4, 1916, in Portland, to Herbert and Lilly Skipper.

The family moved to Newberg when he was young. In 1928 he moved to the Hillcrest area of Svensen where he attended Hillcrest Grade School. He graduated from Knappa High School in 1934.

He married Ellen W. Rautio of Svensen Feb. 9, 1943. She preceded him in death July 2, 1993.



He married Violet Grove of Svensen. She survives.

Upon graduation from high school, Mr. Skipper went to work for the Pillsbury Flour Mill in Astoria until he was drafted into the U.S. Army in 1941. He was a tank sergeant in Gen. George Patton's 9th armored division fighting on the front lines both in the Battle of the Bulge and Omaha Landing on the beaches of Normandy. He received a Bronze Star, a Silver Star, a Purple Heart and a Good Conduct Medal.

After World War II, he returned to Astoria and received a journeyman's electrical license. He worked for Alladin Electric in Astoria until it closed, then for Hildebrands, where he stayed as appliance repairmen until he retired. He also maintained a small business selling eggs to the local and surrounding communities.

Mr. Skipper was a longtime member of the International Brotherhood of Electrical Workers.

Family members said he was an avid gardener, hunter and fisherman. He loved to read, and enjoyed his travels to Alaska. Above all, he loved nature and spending time with his family.

In addition to his wife, he is survived by a son and daughter-in-law, Richard and Nora Skipper; a daughter and son-in-law, Peggy and Frank Slette; five grandchildren, Dione, Cynthia and Meghann Sipper, Heidi Moore and Eli Skipper; one sister-in-law, Katie Skipper, six great-grandchildren; one great-great-granddaughter; and numerous nieces and nephews.

He was preceded in death by two brothers, George and Sydney Skipper.

Visitation will be held from 10 a.m. to 4 p.m. Thursday at Caldwell's Luce-Layton Mortuary in Astoria.

A graveside service will be held at 11 a.m. Friday at Greenwood Cemetery in Astoria. A reception will follow at 1 p.m. at Crossroads Community Church in Svensen.

Memorial contributions may be made to the Columbia River Gillnetter Association, or to a charity of one's choice, in care of Caldwell's Luce-Layton Mortuary, 1165 Franklin Ave., Astoria, OR 97103.

### Harry M. Sollars

Decorated World War II Veteran, 90

Harry M. Sollars, 90, of Astoria, died Saturday, Dec. 8, 2007, in Astoria.

He was born Nov. 27, 1917, in Potomac, Ill., to Azariah and Elizabeth (Spain) Sollars.

On May 19, 1943, he married Bette Belle Sasnett. She preceded



him in death in 1983.

In 1988, he married Betty M. Thomes. They later divorced.

Mr. Sollars served in the U.S. Marine Corps from 1942 to 1945, and was discharged as a line sergeant. Stationed at the Marine barracks at the Naval Air Station in Astoria and Tongue Point, he participated in the battles of Saipan and Tinian in the Marianas Islands. He was awarded the Purple Heart.

Mr. Sollars was retired from Standard Oil. He coached Little League baseball for several years and was a high school basketball referee in Clatsop County for 18 years.

He was a lifetime member of the Elks Lodge in Astoria.

He is survived by three sons and daughters-in-law, Dan and Eva Sollars of Knappa, Steve and Candy Sollars of Astoria and Rolin and Barbara Sollars of Texas; five grandchildren, Greg Sollars of Idaho, Jimmy Sollars of Knappa, Tony Sollars of Washington, Chelle Sollars of Astoria and Angela Perdue of Brownsmead; and 11 great grandchildren, Alexis and Gage Sollars, Lacey and Dillon Sollars, Shelby and Haley Sollars, Dawson Whiteside, Tyler Green, Wendi-Kay and Gauge Perdue and Kaleb Roe; many nieces, nephews and cousins.

He was preceded in death by his wife and five sisters, Inez Sollars, Josie Downing, Mae Huffman, Cecil Ludwig and Grace Abbott; and three brothers, Glen, Curtis and Frank Sollars.

At Mr. Sollars' request, there will be no service.

Memorial contributions may be made to the Lower Columbia Hospice, 2111 Exchange St., Astoria, OR 97103.

Caldwell's Luce Layton Mortuary in Astoria is in charge of the arrangements.

### V. Gordon Gerttulla

Seaside resident, 79

V. Gordon Gerttulla, 79, of Seaside, died Wednesday, Aug. 8, 2007 at home.

He was born Nov. 26, 1927, to Jalmar and Lucy Gerttulla, in Astoria. His childhood was spent in Brownsmead, where he attended a one room school. He went to Knappa and Astoria high schools, graduating in 1945.

On Nov. 24, 1948, he married Marie Davis in Astoria. She survives, residing in Seaside.

After serving in the U.S. Navy V12 program, he graduated from Oregon State University in 1949 with a degree in chemical engineering. His employment with the Crown





Zellerbach Corporation took him to Wauna and Portland; Washington towns of Camas, Port Angeles and Port Townsend; Bogalusa and St. Francisville, La; Baltimore; Ohio; and company headquarters in San Francisco, where he served as vice president, responsible for the container board division.

Family members said that since his retirement he spent the majority of his time watching golf on TV or playing or reading about golf. He amassed eight holes in one in his golfing career.

In addition to his wife, he is survived by two sisters, Joyce Smith and Carol Biel; four sons and three daughters-in-law, Steven and Suzi Gerttula, Ric and Paula Gerttulla, Gary Gerttula and Scott and Karen Gerttula; and three grandchildren, Tyler, Blake and Alison Gerttula.

He was preceded in death by two brothers, Gene and Dick Gerttula.

Following a private interment, a celebration of life gathering will be held from 2 to 4 p.m. Aug. 25 at the Astoria Golf & County Club.

Memorial contributions may be made to the Chautauqua Center Association, P.O. Box 2116, Gearhart, OR 97138.

#### **William "Norm" Welch, Sr. 1929-2007**

William Norman "Norm" Welch, Sr. of Veneta, who formerly lived in Westport and taught in Clatskanie, died Sept. 1 at his home at the age of 78.

He was born March 4, 1924 in Astoria to William and Irene (Smethurst) Welch. He was the descendant of Oregon Trail pioneers and the Welch family was recently honored by a park dedication at the homestead site of Gresham.

Norman spent most of his young years in Westport, graduating from Westport High School in 1947. While in high school, he

played baseball and was an outstanding player while attending Linfield College in McMinnville. He earned a bachelors degree in education from Linfield in 1952 and obtained a masters degree in the late 1950's. He married Carol Fahlstrom on March 10, 1956 in Astoria.

He first taught in Astoria and then assumed a teaching post in the Clatskanie School District for approximately four years. Norm served as a teacher and administrator in school districts throughout Oregon during his 33-year career in education.

Following college, he played semi-professional baseball and was a member of the Drain Black Sox that won the National Baseball Congress (NBC) championship in 1958 and was inducted into the Oregon Sports Hall of Fame in 2000.

Following his retirement, he sold health insurance, substitute taught and continued to play baseball into his 70's.

He served in the Oregon National Guard, was a 50-year member of the Masons, including participation in the Clatskanie Lodge, was active in the Lions and the Elks, was a reader in his church, The Anglican Fellowship of the Living Word in Eugene, served in a number of volunteer organizations, assisted friends and enjoyed gardening.

Survivors include: his wife, Carol Welch, at home; two sons William Norm Welch, Jr. of Veneta and David Welch of Otis; daughter, Teresa Welch of Eugene; seven grandchildren, and two sisters, Jeanette Welch of Seaside and Nancy Welch of Spokane. He was preceded in death by a daughter, Jennifer and a granddaughter, Krista.

A memorial service was held Sept. 14 at the Musgrove Family Center in Eugene. Burial was Sept. 7 at Greenwood Cemetery in Astoria.

Memorial contributions have been suggested to the Oregon Commission for the Blind, 535 SE 12th Avenue, Portland, OR 97214.

#### **Robert H. 'Bob' Blair**

Former Astoria resident, 91

Robert H. "Bob" Blair, 91 of Eugene, formerly of Astoria, died Sunday, July 29, 2007, in Eugene.

He was born Dec. 6, 1915, in Astoria, to (John) Floyd and Hilda (Takalo) Blair.

Raised in Brownsmead and at Youngs River Falls, he graduated from Astoria High School in 1932.

In 1942, he married Cilvia M. Winters in Longview, Wash. She preceded him in death.

Mr. Blair was employed as a log scaler, timber buyer and accountant for forest products companies. He worked in Clatsop, Tillamook, Columbia, Douglas and Lane counties and in British Columbia, retiring in 1978.

Family members said he enjoyed bird hunting, salmon fishing, fly fishing, clam digging and many outdoor activities.

He is survived by three sons, John and Eugene Blair of Eugene and Roger Blair of Astoria; a sister, Nancy Flint of Las Vegas; a brother Philip Blair of Astoria; six grandchildren; nine great-grandchildren; one great-great



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grandchild; five nieces; and 11 nephews.

In addition to his wife, he was preceded in death by a sister, Doris Shepard.

A memorial will be held in the fall at a time and place to be announced.

Rest Haven Memorial Park and Funeral Home in Eugene is in charge of the arrangements.

### **William P. Wood**

Tugboat man, Golfer, Sailor

William Phillips Wood

B. June 12, 1916, Oregon City, OR

D. October 13, 2007, in Bellevue, WA

Bill was raised in Washougal, WA and attended the University of Washington. A member of Kappa Sigma fraternity, he worked in Alaska each spring and summer as captain and engineer on a cannery tender.

Bill's entire career was in the marine field, beginning with the Seattle-Tacoma Shipbuilding Co. in Tacoma. After WWII he began a 30-year career with Foss Launch & Tug, retiring as Senior Vice President. He then helped organize Marine Power and Equipment Co. as Vice President and General manager. He had a major influence on Northwest tugboat design. His boats have a distinctive stack, and they look like "real" tugboats, according to his sons. Many of these tugs are still in service, from the Shannon Foss (1957) to the Marine Challenger from the late 70's. Bill was chairman of the Puget Sound Society of Naval Architects & Marine Engineers and a charter member of the Society of Port Engineers, who selected him as 1972 Man of the Year.

Bill was an ardent golfer, spending winters in Indian Wells, CA., and an avid Husky football fan. He was a Life Member of Seattle Yacht Club and past commodore and Life Member of Bellingham Yacht Club.

He married Justine Foss in 1940, and has two sons, Phil Wood (Judy Mahoney) and Gary Foss Wood (Kerri). After Justine's death in 1970, Bill married Gloria Redmon and gained stepson Fred Redmon (Anne) and stepdaughters Christine Crowder (Art) and Kimberly Slaker (Tim). Bill is survived by numerous grandchildren, who will greatly miss him.

A memorial service was held at the Seattle Yacht Club.

Remembrances may be sent to the William P. Wood Scholarship, c/o the University of Washington College of Engineering, PO Box 352180, Seattle, WA 98195-2180.

### **Irene Kondos Rulli**

July 31, 1921 - December 18, 2007

Irene Rulli was born in Clifton, Ore., the eldest of five children born to Maria and Demetrios Kondos, immigrants from Andros, Greece. Irene attended Westport High School, then worked as the office secretary for the Westport Lumber Mill, the town's largest employer.

She married Eldo Rulli in 1946, and soon after the couple moved to Portland where she helped her husband with the business they owned. Irene was a dedicated employee at Holy Trinity Greek Orthodox Church in Portland for 17 years and she deeply loved her faith and her Church. Irene valued her family above all and she was fortunate to spend time with her grandchildren, and also baby sat children in her home.

She is survived by her children, Michael Rulli of Dallas, Texas, Hon James and Jeanie Rulli of Vancouver Wash., and Nick and Christine Rulli of Lake Oswego. She is also survived by her sister, Mina Tiniakos; and her twin brothers, Nick and Michael Kondos. Irene was blessed with seven grandchildren, Tonya Riddell of Portland, Tiffany Richardson of Spokane, Christopher and Alexander Rulli of Dallas, Texas, Alexandra, Arianna, and Nicholas Rulli of Lake Oswego. She also had four great-grandchildren, Geneva, Sophia, Georgia and Cheyenne; and her nieces and nephews, Mary, Katherine, Mary, Stephanie, Kimberly, Dimitri and Anthony. Irene was predeceased by her husband, Eldo; sister, Orsa Falangus; and niece Gina Kosmas.

Funeral services are at 11 a.m. Friday, Dec. 21 at Holy Trinity Greek Orthodox Cathedral, 3131 NE Glisan St., Portland, OR 97232.

Memorial gifts may be made to Camp Agape, Kids 'N' Cancer, c/o Holy Trinity, or The American Cancer Society.

Riverview Abbey Funeral Home, Directors.

### **Fred Wayne Korhonen**

World War II veteran, 89

Fred Wayne Korhonen, 89 of Astoria, died Tuesday, Dec. 18, 2007, in Portland.

He was born Nov. 20, 1918, in Astoria, to Waino Korhonen and Lempi (Kuurila) Kuivala. His parents and stepfather, Jon Kuivala, preceded him in death.

He graduated from Astoria High School.

During World War II, he served in the U.S Army Air Corps on the B-29 as a ball turret gunner. He was a prisoner of war in Germany.

On Nov. 12, 1948, he married Mary Korhonen in Astoria. She survives, residing in the Burnside area of Astoria.

Mr. Korhonen was a mill worker at the Astoria plywood mill. He was a carpenter, and built his house in Burnside and a number of other local houses. He was also a fisherman, and built his own gillnet boat.

He was a member of the War Birds, and faithfully attended "fishermen's coffee" at the Cannery Cafe.

Family members said he loved golf. He made his large yard into a miniature golf course. After retirement, he enjoyed writing editorials to The Daily Astorian expressing his political and environmental views.

In addition to his wife, Mr. Korhonen is survived by four sons and a daughter-in-law, Andrew Korhonen and Edward and Teresa Korhonen, all of Astoria, Fred Korhonen Jr. of Los Angeles and John Korhonen of Portland; four daughters and two sons-in-law, Mary Burk of Burnside, Shawn and Fred Alfonse of Astoria, Leslie Blewett of Black Diamond Wash., and Gemma and John Abraham of Oregon City; and 11 grandchildren, Josh Korhonen, Mario, Mike and Brian Alfonse, Liisa (Alfonse) Harvey, Heidi, Tricia and Shawna Burk and Lauren, Jared and Phillip Abraham.

He was preceded in death by two children, Karl and Sara Korhonen; a stepbrother, Toivo Kuivala; and a step-sister Ester Knutsen.

A private family service will be held. A public memorial will be announced later.

Memorial contributions may be made to the Disabled American Veterans, Attn: Gift Processing, P.O. Box 14301, Cincinnati, OH 45250-0301.

Caldwell's Luce Layton Mortuary in Astoria is in charge of the arrangements.





State University).

In 1963, he married Laurinda Kroker. She preceded him in death in 1963.

He married Beth E. Hockett in 1964. She survives, residing in Newberg.

Mr. Bagley worked in logging most of his life. He had his own company in partnership with two of his sons. In 1967, he moved to Newberg, and began working for MAVE Co., a manufacturer of nut harvesting equipment. He worked in the maintenance department of George Fox College for nine years.

After retirement, he worked as buildings and grounds manager at Spaulding Oaks and did grounds work for Northwest Yearly Meeting Office and the Friends Cemetery.

Mr. Bagley started several rural Sunday schools. He was a lay pastor at Knappa Assembly of God for a few years. He served as the first president of the Newberg Chapter of Men



With Vision of World Gospel Mission. He also served as secretary and treasurer of Newberg Optimist Club, and was a charter member of Volunteers On Wheels. He also helped with many projects at George Fox University, Twin Rocks and Quaker Hill Camps.

Family members said he had a strong interest in missions.

In addition to his wife, he is survived by a son and daughter-in-law, Daniel and Carolyn Bagley of Estacada; a daughter-in-law, Betty Bagley of Sweet Home; seven grandchildren, Gary, Brenda, Melum, Luanne, Sharon, Michael and Sonja McCarty; five great grandchildren; and one great-great-granddaughter.

A graveside service was held this morning at Friends Cemetery in Newberg.

A memorial will be held at 11 a.m. Aug. 6 at Newberg Friends Church.

Attrell's Newberg Funeral Chapel in Newberg is in charge of the arrangements.

## Lillian McCauley Lee

Knappa resident, 89

Lillian McCauley Lee, 89, of Knappa, died Wednesday, Oct. 24, 2007, in Astoria.

She was born April 13, 1918, to Dave and Ann (Smith) McCauley in Calgary, Canada. The family moved to Brownsmead in August 1918. She attended Brownsmead Grade School and Knappa High School for two years.

On Dec. 12, 1936, she married Claire A. Lee in Vancouver, Wash. The couple moved to Tonika, Ill., in 1936, back to Brownsmead in 1938, to Seaside in 1940, and back to Brownsmead in 1949, finally settling in Knappa in 1951.

Mrs. Lee was a homemaker. She also worked in the pea fields of Brownsmead.

Family members said she loved following the Knappa basketball teams and was an avid fan of the Portland Trail Blazers when Clyde Drexler played for them. She enjoyed going to Reno, Nev., twice a year and anything outdoors including picking blackberries and going on picnics at Big Creek.

She is survived by a daughter and son-in-law, Claire "Tammy" and Kenny Green of Knappa; four grandchildren and their spouses, Lynn and Gary Van Bladeren of St. Joseph, Mich., Teri and Jerry Arguello of Arizona, Tami and Ben Gardner of Gresham and Scott and Darla Green of Warrenton; six great-grandchildren and their spouses, Chris and Lisa Van Bladeren of St. Joseph, Josh and Cassie Gardner of Gresham, Daniel Green of Bend, Kari Green of Sacramento, Calif., James Green of Beaverton and Tyler Green of Warrenton; a sister-in-law, Harriet Lee of Roseburg; 10 nieces and nephews and their spouses, Dave and Sue Corkill of Astoria, Bryan and Nora Corkill, Dave McCauley III and Charles and Virginia Meadows, all of Knappa, David and Jackie Lee of Poulsbo, Wash., Sharon and Dick Sheff of Seattle, Margy and Phil Lauderdale of Arizona, Margaret and Elmer Liebert of Portland and Harry Lee and Harriet and Jim Kuhns, all of Illinois; and numerous great nieces and nephews and step-grandchildren.

There will be a graveside service at 1 p.m. Thursday at Ocean View Cemetery in Warrenton.

Memorial contributions may be made to Clatsop Care Center of Knappa/Svensen Fire Department, in care of Hughes-Ransom Cremation & Mortuaries, 576 12th., Astoria, OR 97103



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**Ernest A Alne**

1909-2007

Ernest A Alne (98), Astoria native passed away Nov. 18, 2007, in Beaverton. He was born on Sept. 2, 1909, to Harold and Caroline Fronsdaal Alne. He was the younger brother of Arthur, who became a MD and practiced for many years in Southern California. Ernest worked summers during college as a deep-sea fisherman on boats out of Astoria. He graduated with a business degree from the University of Oregon in 1931 in the depths of the Great Depression, when finding a job as an accountant was virtually impossible. Ernest stayed on at the University to do graduate work and in 1932 became the youngest person to pass the Oregon CPA exam. He was active for several years as a CPA for the dairy industry in Northwest Oregon.



Ernest married Trine Swensen, a nurse from the Norwegian community in North Dakota, in Portland in 1937. They lived in Astoria until 1947, when they moved to San Gabriel, Calif. They had two children, Daniel and Marilee. In 1966 after many happy years of marriage, Trine passed away. Daniel died in 1986.

In 1967, Ernest married Helen Wohl Kolden, a career nurse and also a native of Astoria. They lived in San Gabriel and Hemet, Calif., until their recent move to the Portland area. For many years they have owned a condominium in Cannon Beach and enjoyed time spent there with family and friends. They traveled to many places in Europe and the Holy Land, but seemed to spend the most time and to be the happiest when they were visiting Norway, the land of their ancestry.

Ernest leave family and many friends who are grateful that they knew him and rejoice in his eternal victory. He is survived by his wife, Helen; her two daughters, Gail Kolden Sheets (David) and Jan Kolden Poujade (Harold) of Portland; and by his daughter, Marilee Alne Schroeder (William) of Atherton, Calif. He also will be greatly missed by his three granddaughters, Kristen Schroeder Vilhauer (Tom), currently living in Hong Kong Kari Britt Schroeder and Kimberly Joy Schroeder who live in Northern California.

A memorial service was held at Bethany Lutheran Church, 451 34th St., Astoria, at 1 p.m., Friday, November 23, 2007. Memorials may be sent to California Lutheran University, 60 W Olsen Rd., #1600, Thousand Oaks, CA 91360.

*Obituaries courtesy of The Daily Astorian*

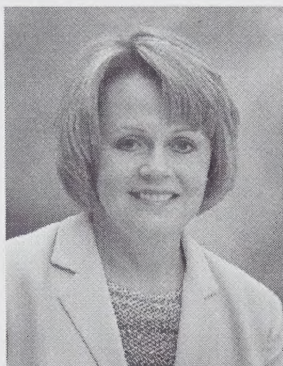
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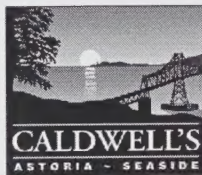
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